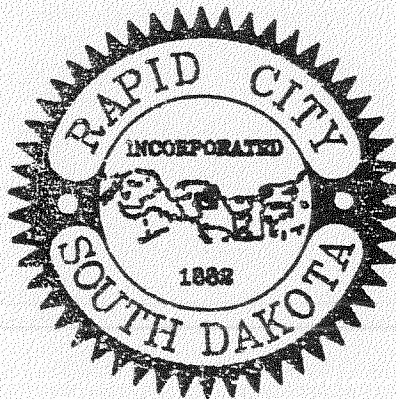


# *City of Rapid City*

RAPID CITY, SOUTH DAKOTA 57701

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## STREET DESIGN CRITERIA MANUAL



*Public Works Department  
Engineering Division  
300 Sixth Street  
605-394-4154*

## Section 8.0 Driveways

### 8.1 General Statement

The design and location of driveway approaches are directly related to their specific use and the functional classification of the street.

### 8.2 Design Criteria


Paved driveways and driveway approach curb cuts shall be as provided herein and in accordance with the City of Rapid City Street Right-of-Way Policy Manual and Standard Specifications and Standard Details.

#### 8.2.1 General Requirements

All driveway approaches constructed, relocated, widened, or altered in any way shall be in compliance with the following conditions:

- A. In residential areas, the driveway approach openings shall not be less than twelve feet (12') (3.7 M) in width and no more than twenty feet (20') (6 M) in width, exclusive of the taper. Where two-family units or larger are built or where a shared approach is used, a driveway opening of twenty-four feet (24') (7.3 M) is acceptable. 12'-20'
- B. In commercial and industrial areas, the driveway openings shall not be less than sixteen feet (16') (4.9 M) in width and no more than twenty-eight feet (28') (8.5 M) in width, exclusive of the taper. Reinforced driveway and sidewalk shall be placed at all alley entrances and at driveways into property which is zoned Commercial, Light Industrial and Heavy Industrial. See Figure 8-4. 16'-28'
- C. No driveway approach shall be so located as to interfere with intersecting sidewalks or within five feet (5') (1.5 M) of any existing utility facility.
- D. Any necessary adjustments to any utility facility or any other public structure must be approved by the City Engineering Division. Any approved adjustments shall be accomplished in accordance with the Standard Specifications and at no cost to the City.
- E. No driveway approach shall be located so as to create a hazard to pedestrians or motorists or to invite or compel illegal or unsafe vehicular movements.
- F. The person doing the construction or alteration work shall maintain the premises in a safe manner using adequate barricades, signing, and lighting to protect the safety of the public using the adjacent streets and sidewalks. These shall be in conformance with the US Federal Highway Department Manual on Uniform Traffic Control Devices (MUTCD) and shall be provided at the builder's expense. The builder shall remove all debris, dirt, or other construction materials immediately upon completion of the work and shall hold the City free from any damages incurred by his operations.

G. City street and highway right-of-ways shall not be used for private or commercial purposes or for parking. A Permit To Work In The Right-Of-Way for construction of a driveway approach shall not be issued unless all vehicles to be serviced can maneuver and park entirely within the private property lines.

 H. Not more than one driveway will be allowed to any single residence and not more than two to any business establishment. Frontages of fifty feet (50') (15 M) or less shall be limited to one driveway.

The total width of all curb cuts for any one ownership on a street shall not exceed fifty percent (50%) of the frontage of the ownership along that street.

I. If a property has frontage on more than one street, access will be permitted only on the less traveled street frontage, where standards can be met. If a property cannot be served by an access point meeting these standards, the Engineer shall designate access points based on traffic safety, operational needs, and in conformance with the requirements of this policy.

J. Where several adjacent roadside establishments each having limited frontage or where there is probability of such developments, consideration shall be given to the provision of a frontage road for the several driveways so as to reduce the number of separate accesses to the public roadway. The frontage road access points to the public roadway shall be at the extremities of the frontage road or at well-spaced intervals along it.

#### 8.2.2 Driveway Approach Spacing

The distance between adjacent driveway approaches must be sufficient to allow vehicles to safely queue, accelerate, decelerate, and cross conflicting traffic streams without excessive interference with through traffic or traffic using adjacent driveways.

A. For arterial and high volume collectors in commercial and industrial areas, an approach separation of two hundred feet (200') (61 M) or more of full vertical curb is desirable. Where this spacing cannot be attained, acceptable minimum driveway approach spacing for streets serving greater than 5,000 vehicles per day are shown in Table 8-1.

TABLE 8-1

#### Minimum Driveway Approach Spacing

Speed		Separation	
(mph)	(Kph)	(ft.)	(Meters)
20	32	85	26
25	40	105	32
30	48	125	38
35	56	150	46
40	64	185	56
45	72	230	70
50	80	275	84